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ARNOLD SCHWARZENEGGER
GOVERNOR



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

March 25, 2010

Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation
One Gateway Plaza
Los Angeles, CA 90012-2952

Will Kempton
Chief Executive Officer
Orange County Transportation Authority
550 South Main Street
P.O. Box 14184
Orange County, CA 92863-1584

Dear Mr. Leahy and Mr. Kempton;

I received your letter regarding the need for close coordination among the California High-Speed Rail Authority (CAHSRA), the Orange County Transportation Authority (OCTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) as our state moves toward building the nation's first high-speed rail system.

I agree that it is appropriate and necessary to pursue the work in the Los Angeles – Anaheim section with a close partnership and to have a cooperative planning process for moving the project forward. In fact, the Authority is working in partnership in this manner with transit agencies in the Bay Area.

CAHSRA appreciates the positive cooperation we have seen in Los Angeles and Orange counties, and we value the working relationship that has been developed with both of your agencies. In fact, we credit OCTA's foresight in investing \$7 million in the project as providing the project momentum that helped California to receive \$2.25 billion in ARRA funds to support the high-speed rail program.

The California High-Speed Rail Authority believes, as you do, that intermodal connectivity and coordination with the transportation agencies alongside which we will operate are critical to the development of the HSR system. We agree that analysis of passenger demand within key

corridors and associated service levels are pivotal to ensuring the statewide system is providing the best, most appropriate service.

I will put this item on the agenda for the April meeting of the Authority's Board of Directors. I look forward to continuing to work with you and your agencies to provide the residents of our state with the very best high-speed rail system we can build.

Sincerely,

A handwritten signature in blue ink, appearing to read "Curt Pringle". The signature is fluid and cursive, with the first name "Curt" and last name "Pringle" clearly distinguishable.

Curt Pringle Chair, California High-Speed Rail Authority



March 23, 2010

Curt Pringle, Chairman
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Chairman Pringle:

The Orange County Transportation Authority (OCTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) have been working collaboratively with the California High Speed Rail Authority (CAHSRA) on the development of the Anaheim to Los Angeles segment of the California High Speed Rail Project. As the development of the project continues, we want to work with the CAHSRA to ensure that the project is being planned in a comprehensive manner which allows for coordination of passenger demand, operations and infrastructure for all of the existing and planned passenger rail services within the Los Angeles to San Diego corridor.

It is with this coordination in mind, that we respectfully request the CAHSRA to revisit the concept of a rational shared use option in the Anaheim to Los Angeles segment of the CASHRA project. As you know similar shared use options were analyzed and discarded as part of the Concept Level Operational Feasibility Report (July 2008) and the Preliminary Alternatives Analysis Report (April 2009). Since that time, only a dedicated High Speed Rail corridor has been under study between Anaheim and Los Angeles.

In November of 2009, the Federal Railroad Administration (FRA) issued its first High Speed Passenger Rail Safety Strategy which provides a strategy for the development of shared use corridors. We believe this safety strategy has direct applicability to a shared use corridor option between Anaheim and Los Angeles. With the issuance of the High Speed Passenger Rail Safety Strategy, we believe that the FRA would be supportive of exploring a shared use option as part of the Alternatives Analysis currently underway. Finally, the reports prepared by the CASHRA staff and consultants did not contemplate any discussion of the rationalization of passenger services in the Anaheim to Los Angeles segment.

As you know, the San Diego to Los Angeles rail corridor is the second busiest in passenger rail corridor in the nation. There are numerous agencies planning and operating passenger rail services in this corridor. As part of the development of the CAHSRA project between Anaheim and Los Angeles, we would like to work to make these services more coordinated and integrated. We believe the CAHSRA will play a very important role in this effort.

As the two largest member agencies of Metrolink (and the only two that fund the Metrolink service between Orange County and Los Angeles), we firmly believe that a proper analysis of the passenger demand and associated service levels of all three service providers (Amtrak, Metrolink and the CASHRA), will result in a comprehensive approach to passenger rail service in the LOSSAN Corridor. In fact, we believe that a very similar approach has been occurring between San Jose and San Francisco with the Caltrain service and the counties of Santa Clara, San Mateo

and San Francisco. We believe that this model should be applied in the Anaheim to Los Angeles segment as well.

We believe that this shared use alternative will significantly reduce the impacts upon the LOSSAN corridor communities between Los Angeles and Anaheim as it would not require viaducts, aerial structures and trenches. Additionally, there is the opportunity to limit the number of required grade separations, resulting in reduced right-of-way impacts.

The CAHSRA will need to work closely with the City of Los Angeles; the participating cities in the Gateway Cities Council of Governments Memorandum of Understanding; the cities of Anaheim, Fullerton and Buena Park, OCTA, and LACMTA to make best efforts towards resolving the potential impacts upon those communities as part of this project and work diligently to comply with the ARRA funding requirements.

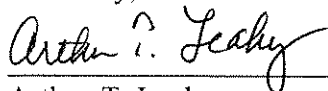
We believe that this analysis can be incorporated into the existing alternatives analysis and EIR/EIS with limited impact on overall schedule and resources if the appropriate direction is provided. It is our understanding that the CAHSRA plans to release a final Alternatives Analysis report on April 24, 2010. We believe that that report should not be released until this shared use alternative is fully examined.

We respectfully request of the California High Speed Rail Authority Board of Directors take this matter up at its April 2010 Board meeting and to provide staff and its contractors and sub-contractors the appropriate direction in the Anaheim to Los Angeles segment.

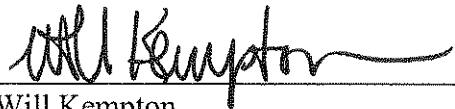
In order to assist the CAHSRA in this effort, both OCTA and Metro are prepared to assign a single point of contact from our respective agencies to work directly with the CAHSRA staff on these very important issues. In addition, as member agencies of Metrolink, we will work to provide a single point of contact for Metrolink as well.

Our two transportation agencies are very supportive of the high-speed rail project and look forward to working closely with the High Speed Rail Authority.

Sincerely,



Arthur T. Leahy
Chief Executive Officer
Los Angeles County Metropolitan Transportation



Will Kempton
Chief Executive Officer
Orange County Transportation Authority

cc: Los Angeles County Metropolitan Transportation Authority Board of Directors
Orange County Transportation Authority Board of Directors
LOSSAN Board of Directors
Southern California Regional Rail Authority Board of Directors
California High Speed Rail Authority Board of Directors
William D. Bronte, Chief Caltrans Division of Rail
Stephen Gardner, V.P., Policy & Development, Amtrak